

# N.Y. MARKET IS STRONG

United States Bonds Remain Unchanged on Call.

## THE TOTAL SALE OF STOCKS

Additional Interest Manifested in United States Steel.

(By Associated Press)

NEW YORK, Oct. 24.—The tide of speculative enthusiasm proved itself sufficiently strong in today's stock market to sweep up the usual Monday morning realization sales and to wipe out the sentimental effects of the Anglo-Russian friction, growing out of the damage by the Russian fleet to the North Sea fishing fleet. This incident, besides the sentimental effect of the fears of the resulting hostilities had a substantial result in propelling higher the market for stocks for the present account. It was on the reaction from the rally by supporting orders that the profit-taking sales were most formidable and most urgent and they proved sufficiently heavy to effect the whole market and to cause rather breaking branches in the price record of previous days. After this again the shift of the speculative demand back to the Pacific and the substantial advance of the general level of prices served to confirm the speculative confidence in the inflowing tide of the demand for stocks. The demand for stocks in the operation was the credit given to stories of deals as a consequence of the Ontario and Western incident. That stock made flights to new high levels on the surmises regarding the terms of its transfer to New Haven and the subsequent development of the railroad stocks was plainly based on the supposition that the financial and railroad powers were committed to working out an interchange of control and the absorption of minor railroads at a price considerably above the market on sound considerations that prompted the Burlington purchase and the Louisville and Nashville settlement.

The persistent heaviness of the United States Stock issues on their own account and the action of the directors and the action on the dividend gives additional interest to that meeting. The market closed slightly irregular, but animated and generally strong.

Bonds were irregular. Total sales, per value, \$22,000.

United States bonds were unchanged on call.

Total sales stocks to-day, 1,855,290 shares.

**MONEY AND EXCHANGE—CLOSE:** Money on call steady; 1-3-4% per cent.; closing bid, 1-3-4%; offered at 2%. Time loans, easy; 60 days, 3 per cent.; 90 days and six months, 3-1-2%.

Prime mercantile paper, 4-6% per cent.; sterling exchange, strong, with actual business in bill of lading at \$40-\$48-\$62-\$80 for demand and at \$45-\$60-\$84 for sixty day bills. Posted rates, 4-8% 1-2 and 5-7%. Commercial bills, 4-8% 1-2 and 5-7%. Bar silver, 4-4-1/2%. Mexican dollars, 4-4-1/2%.

## Wall Street Gossip.

NEW YORK, October 24.—At the opening of the stock market quotations for the first part of the day were at the same level with the arbitrage orders had some effect. The market rallied from them very easily and commission houses seemed to have a good supply of buying orders. Some traders were still bullish for the most part.

Such stocks as Union Pacific, Erie and Reading fell in effect of the market selling in the first few minutes, but the pressure from the other side was not really serious.

Reading showed the most considerable decline in the first quotations and lacked the aggressive bull interest of the recent past.

Western houses have been sellers lately of Readings, and are paying more attention to Erie.

The Chemical houses were very strong today; there were no news, but the buying seems to be good. The common sold as high as 26, and the preferred up to 12%.

Erie shares were strong features, the common sold over four per cent., and held it well until the end. Other cosiers recovered sharply from the early weakness.

Rock Island and Mexican Central issues were the features of the afternoon and scored good gains.

In the late dealings there was heavy-buying of Harriman Pacific stocks at an advance of over point.

A remarkable demonstration of strength and bull control was furnished by the course of the market to-day. Foreign news relating to the Russian outbreak in the North East was of a character to excite alarm, but did not affect even London markets failed to show any alarmist conditions. London, however, sold on balance about 40,000 shares.

In the last hour the principal influence was the rumor that a settlement had been arrived at in the Northern Securities matter. The report gained some credence, but the strength of the Northern Securities on the curb, however, who took profits reported their stocks readily taken.

## RICHMOND STOCK MARKET.

Richmond, Va., Oct. 24, 1904.

**SALES:** Atlantic Coast Line—\$5 at 140.

Virginia Air Line preferred 10 at 34%: 24 at 34.

Virginia-Carolina Chemical Co. Col. Trust 5 per cent.—100 at 84%.

Virginia-Carolina Chemical Co. preferred—39 at 11-1/2.

**STATE SECURITIES.** Bid, Asked.

North Carolina 4s, 1919—102.

North Carolina 5s, 1922—122.

Va. Centuries, 2, 3 and 4, 1901—96%.

CITY SECURITIES.

Richmond City—107%.

**RAILROAD BONDS:**

Atlanta and Char. 1st, 7%, 1907—107.

A. C. L. of C. Gen. Ind. 4s, 1911—125.

A. C. L. R. Con. Tr. 4d, 1912—92%.

A. C. L. Certificates of Ind. 4d, 1912—93.

Georgia Pacific 1st, 6%, 1916—122.

Georgia and Ala. Cos., 1945—124.

N. and W. Ry., 1956—101.

N. and W. Ry. Pocahontas—101.

Piedmont, 2, 3, 4, 1919—98.

Piedmont Southern—105.

Western N. C. 1st, 6%, 1914—93.

Western N. C. 2d, 1914—101.

S. A. L. Cons. 1d, 1914—91.

**RAILROAD STOCKS:**

Atlanta and Char. 1st, 7%, 1907—107.

Atlanta Coast Line—100 at 140%.

Atlanta Coast Line 100—100 at 140%.

Atlanta Coast Line com.—100 at 140%.

Char. and Ohio 1st, 7%, 1907—107.

Norfolk and Western com.—100 at 140%.

BANK AND TRUST COMPANIES.

Broad Street Bank—26.

**THOMAS BRANCH & CO.**

(ESTABLISHED 1888)

**MEMBERS**

New York Stock Exchange,

New York Cotton Exchange

PRIVATE WIRES TO

PRINCIPAL MARKETS.

Investment Securities

## OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK

By Thomas Branch & Co., Bankers and Brokers.

### SALES:

Open, High, Low, Closing, Bid, Asked.

	Open	High	Low	Closing	Bid	Asked		Open	High	Low	Closing	Bid	Asked	
2200 A. C. L. com.	110	141	100	140	141	110	6800 Mo., Kan. and Tex. pfd.	5514	5524	5518	5524	5514	5524	1000 A. C. L. com.
100 Amer. Grass Twine	714	714	714	714	714	714	35700 Miss. Mar. Pacific	10314	10314	10312	10314	10314	10314	1000 Amer. Grass Twine
81000 Amalgamated Copper	6764	6764	6764	6764	6764	6764	5100 New York Central	12824	12834	12844	12844	12824	12844	1000 Amer. Grass Twine
1000 Amer. Car and Foundry	27	27	27	27	27	27	4700 Norfolk and Western	7324	7324	7324	7324	7324	7324	1000 Amer. Car and Foundry
1400 Amer. Cotton Oil	32	32	31	31	31	31	15800 N. Y. Ont. and West.	42	42	42	42	42	42	1400 Amer. Cotton Oil
Amer. Snuff	...	...	...	...	...	...	1500 Pacific Mail	33	33	33	33	33	33	Amer. Snuff
Amer. Snuff, pfd.	...	...	...	...	...	...	15000 Pennsylvania R. R.	127	127	127	127	127	127	Amer. Snuff, pfd.
1500 Amer. Can. pfd.	47	47	47	47	47	47	16000 Seaboard Air Line	10624	10624	10624	10624	10624	10624	1500 Amer. Can. pfd.
1500 Amer. Locomotive com.	482	482	482	482	482	482	8000 Drexel Steel Car	3714	3714	3714	3714	3714	3714	1500 Amer. Locomotive com.
1700 Amer. Locomotive, pfd.	23	23	23	23	23	23	5000 Pressed Steel Car	8184	8184	8184	8184	8184	8184	1700 Amer. Locomotive, pfd.
1700 Amer. Locomotive, pfd.	100	100	99	99	99	99	4500 Republic I. and S. com.	1212	1212	1212	1212	1212	1212	1700 Amer. Locomotive, pfd.
16100 Amer. Sugar	13514	13514	13514	13514	13514	13514	13500 Republic I. and S. com.	5144	5144	5144	5144	5144	5144	16100 Amer. Sugar
12500 A. C. L. and S. Fe. com.	864	87	86	87	87	87	8400 Reading, com.	76	76	76	76	76	76	12500 A. C. L. and S. Fe. com.
2000 Baltimore and Ohio	1014	1014	1014	1014	1014	1014	7000 Reading, com.	8014	8014	8014	8014	8014	8014	2000 Baltimore and Ohio
20700 Brooklyn Rapid Transit	63	63	63	63	63	63	12100 Rock Island	23	23	23	23	23	23	20700 Brooklyn Rapid Transit
200 Canada Southern	658	658	658	658	658	658	3900 Rock Island	74	74	74	74	74	74	200 Canada Southern
1600 Canadian Pacific	13414	13414	13414	13414	13414	13414	400 Slow.	4014	4014	4014	4014	4014	4014	1600 Canadian Pacific
1500 Chesapeake and Ohio	47	47	47	47	47	47	1400 S. L. and L. com.	1034	1034	1034	1034	1034	1034	1500 Chesapeake and Ohio
2500 C. G. I. Green Western	241	241	241	241	241	241	1400 S. L. and L. and Southwest.	1034	1034	1034	1034	1034	1034	2500 C. G. I. Green Western
23700 Colo. Fuel and Iron	4074	4074	4074	4074	4074	4074	12500 Southern Railway	614	614	614	614	614	614	23700 Colo. Fuel and Iron
500 Colo. Southern, 1st pfd.	231	231	231	231	231	231	12500 Southern Railway	3564	3564	3564	3564	3564	3564	500 Colo. Southern, 1st pfd.
400 Colo. Southern, 2d pfd.	204	204	204	204	204	204	1500 Southern Railway	5054	5054	5054	5054	5054	5054	400 Colo. Southern, 2d pfd.
400 Clev. Cin. Chi. and B. L.	55	55	55	55	55	55	1500 Seaboard Air Line	1614	1614	1614	1614	1614	1614	400 Clev. Cin. Chi. and B. L.
500 Consolidated Gas pfd.	1218	1218	1218	1218	1218	1218	12500 Standard Oil</							